

The Hongkong Telegraph.

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FRIDAY, NOVEMBER 19, 1909

五拜禮

號九十月一十英港香

\$30 PER ANNUM
SINGLE COPY, 30 CENTS

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS—
Sterling £4,500,000 at 2/11=£15,000,000
Silver \$15,250,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. GIBSON—Chairman.
H. M. Tomkins, Esq.—Deputy Chairman.
G. Balloch, Esq.
J. W. Bannock, Esq.
A. G. Barnett, Esq.
G. S. Gibbey, Esq.
G. R. Lessmann, Esq.
Fr. Lieb, Esq.
A. Shullim, Esq.
R. Shewan, Esq.
H. A. Slabs, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON CITY AND WESTMINSTER BANK, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 1 month, 2 1/2 per Cent. per Annum.
For 3 months, 3 1/2 per Cent. per Annum.
For 6 months, 4 1/2 per Cent. per Annum.
For 12 months, 5 1/2 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 13th November, 1909.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,000,000
RESERVE FUND £1,575,000
RESERVE LIABILITY OF PROPRIETORS £1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 1 per Cent. per Annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per Cent.
" " " 6 " " 3 1/2 " "
" " " 3 " " 3 " "
WM. DICKSON,
Manager.
Hongkong, 5th April, 1909.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP—Yen 24,000,000
RESERVE FUNDS—Yen 15,000,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO. OHIO.
Kobe. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIYANG.
HONOLULU. MURDEN.
HONGKONG. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 1 per Cent. per Annum on the Daily Balance.
On fixed deposits—
For 12 months 4 1/2 p.a.
" 6 " 3 1/2 " "
" 3 " 3 " "
TAKAO TAKAMICHI,
Manager.
Hongkong, 11th September, 1909.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tals 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin. Calcutta. Hamburg. Hankow.
Kobe. Peking. Singapore. Tientsin.
Tientsin. Tientsin. Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank).
Direction der Disconto-Gesellschaft.
Deutsche Bank.
S. Bleichroeder.
Berliner Handels-Gesellschaft.
Bank fuer Handel und Industrie.
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne.
Jacob S. H. Stern.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim Jr. & Co., Koeln.
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
PRUSSIAN BANK (BERLIN), LONDON AGENTS.
DIRECTION DER DISCONTO GESELLSCHAFT.

* INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
A. KOHN,
Manager.
Hongkong, 4th December, 1909.

Banks.

HONGKONG SAVINGS BANK.

Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits allowed at 4 PER CENT. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 13th January, 1907.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP \$25,000,000
ABOUT MEX \$7,222,222
RESERVE FUND \$25,000,000
ABOUT MEX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THRADEWELL HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 1/2 per annum on daily balances and accepts Fixed Deposits at the following rates—
For 12 months 4 1/2 per cent. per annum.
" 6 " 3 1/2 " "
" 3 " 3 " "
No. 9, Queen's Road Central, Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 18th April, 1908.

Intimations.

EXTRAORDINARY BARGAINS.

Come All! Don't miss this chance of getting such cheap things.

Everything reduced except the Regal Shoes.

Now is the chance to get things cheap!

At THE SAVOY,
13, Queen's Rd. Central.

Hongkong, 27th October, 1909.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 10 minutes
10.00 a.m. to 11.00 a.m. ... Every 15 minutes
11.30 a.m. to 12.45 p.m. ... Every 15 minutes
12.45 p.m. to 1.15 p.m. ... Every 10 minutes
1.15 p.m. to 1.45 p.m. ... Every 15 minutes
1.45 p.m. to 2.15 p.m. ... Every 10 minutes
2.15 p.m. to 3.00 p.m. ... Every 15 minutes
3.30 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 6.00 p.m. ... Every 10 minutes

NIGHT CARS.
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes
9.00 a.m. to 9.30 a.m. ... Every 30 minutes
9.30 a.m. to 10.30 a.m. ... Every 15 minutes
10.30 a.m. to 11.00 a.m. ... Every 15 minutes
11.45 a.m. to 12.00 noon ... Every 15 minutes
12.00 Noon to 1.00 p.m. ... Every 15 minutes
1.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 6.00 p.m. ... Every 15 minutes
6.00 p.m. to 7.00 p.m. ... Every 15 minutes
7.00 p.m. to 8.00 p.m. ... Every 10 minutes

NIGHT CARS at Week Days.

Extra cars at 9.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALBEMARLE BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Manager.
Wednesday, 10th April, 1909.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37 1/2 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO.,
General Managers.
Hongkong, 19th August, 1909.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI, MOJI, KOBE & YOKOHAMA	PALAWAN	About 20th Nov.	Freight and Passage.
SHANGHAI	HIMALAYA	About 26th Nov.	Freight and Passage.
LONDON, &c., via usual Ports	ASSAYE	27th Nov.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NAMUR	About 1st Dec.	Freight and Passage.

For Further Particulars, apply to
P & O. S. N. Co.'s Office,
Hongkong, 18th November, 1909.
E. A. HEWETT,
Superintendent.

Intimations.

LANE, CRAWFORD & CO.

TELEPHONE 97.

JUST RECEIVED.

NEW STOCK OF "WALK OVER" BOOTS

IN BLACK, BROWN, AND PATENT LEATHERS.



SATISFACTION GUARANTEED WITH EVERY PAIR.

LANE, CRAWFORD & CO.

KUPPER'S PILSENER BEER.

THE LEADING BEER IN THE FAR EAST.



Telephone No. 75.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.

15, Queen's Road Central.

Hongkong, 11th October, 1909.

Hotels.

BELLE VIEW HOTEL (Telephone 907)
SUNDAY, 7TH NOVEMBER
BAND!! BAND!! BAND!!!
MACHADO'S BAND
SUNDAY, 7th November, commencing 5 p.m.
Trams from Town every 5 Minutes.

HOTEL CRAIGIEBURN.

PLYMOUTH G., the Peak, near the Tram Terminus. Tel. 66

For room apply to the MANAGER.

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 4,363 Tons, "FATSHAN" 3,260 Tons, "KINSHAN" 3,995 Tons, "HEUNGSHAN" 3,995 Tons.
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 A.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons.
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 A.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 560 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Lintao" and "Santai." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 21ST NOVEMBER, 1909,
The Company's Steamship "HEUNGSHAN,"
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
Departure from Macao at 4 P.M.
Machado's String Band will play during the trip.
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.
String Band play during Tiffin and Dinner.

A. F. DAVIES,
Manager.
Hongkong, 5th February, 1909.

THE VIENNA CAFE COMPANY, LIMITED.

No. 34, QUEEN'S ROAD CENTRAL.
Telephone No. 924.

BEG to notify the Public that A MODERN AND UP-TO-DATE BAKERY AND CAFE under exclusively European management has been opened at the above entirely rebuilt and modernized premises.
The latest sanitary improvements employed.
Strictest cleanliness all over the place.
Use only first class flour and other material.
The Company has secured the services of Messrs. J. SOMMER and A. SOKOLOWSKI, for THE BAKERY AND CONFECTIONERY DEPARTMENT.
The long experience of both Gentlemen in up-to-date establishments on the Continent, is the best guarantee that only the best ever produced in the Colony will be supplied.
The Patronage of the Public is respectfully solicited.
Hongkong, 20th September, 1909.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms. Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables. Hot and Cold Baths. Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of
L. GAMEAU,
Proprietor.
N. BLUMENTHAL,
Manager.
Telephone, 170. Telegrams "Astor."

Mails.

NORDDEUTSCHER LLOYD.

BREMER.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ LUDWIG" Capt. F. v. Benier	About FRIDAY, 19th Nov.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	SUNDAY, 21st Nov., 9 A.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"KLEIST" Capt. O. Pahnke	WEDNESDAY, 1st Dec., Noon.
MANILA, YAP, NEWGUINEA, SAMARAI, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" Capt. F. Iscke	FRIDAY, 3rd Dec., Daylight.
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Lenz	About SATURDAY, 11th Dec.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA

Hongkong, 17th November, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, TOKYO	Charbonnel	22nd Nov., P.M.
SHANGHAI, KOBE, YOKOHAMA, POLYNESIAN	Broc	6th Dec., P.M.
MARSHILLES, VIA PORTS	ARMAND BEHC	23rd Nov., at 1 P.M.
MARSHILLES, VIA PORTS	ERNEST SIMON	7th Dec., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
Through Tickets to London via Paris from £37.10 up to £71.10. so. hopper railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,
AGENT,
QUEEN'S BUILDINGS.

Hongkong, 18th November, 1909.

Intimations.

MESSAGERIES CANTONNAISES.

HONGKONG-CANTON-KWANGSI RIVER SERVICE.

S.S. "PAUL BEAU" and "CHARLES HARDOUIN"
Capt. Marabal (1900 tons 14 knots) Capt. BiennimeDEPARTURE:
From HONGKONG the Co's Wharf near Wing Lok Street Every Night at 10 excepting Saturdays.
From CANTON (French Concession, Shameen) Every Evening at 5.15 excepting Sundays.

FARES:—1ST CLASS \$5.00, 2ND CLASS \$2.00.

French Cuisine and Wines of the Best Vintage. Meals, \$1.50

S.S. "ROBERT LEBAUDY" Capt. Vivier.
CANTON-WUCHOW SERVICE—SEE SCHEDULE.

For further information, apply to—

HEAD OFFICE, Canton.

P. A. LAPICQUE & Co. Hongkong (4 Queen's Building, Tel. No. 950)

N.B.—Guides (\$2.00), sedan chairs and bearers (\$1.80) can always be engaged at Canton. By starting at about 8 o'clock in the morning on a visit to the picturesque Chinese City, the tourist will find time to view the shops and other places of interest, returning to Shameen at about 3 p.m.
Hongkong, 19th November, 1909.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask or write for Illustrated Booklet on "Defective Sight."

LONDON

CALCUTTA

SHANGHAI

John Street, Bedford Row, W.C.

50, Bealick Street

166, Nanking Road

New York, 10th March 1908.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK. No. 2 DOCK. NO. 3 DOCK.

Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks 28 "	Water on Blocks ... 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama Harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools, and of recent pattern for drilling quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Buoys, Vessels, etc. out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Lifters, etc.

A. L. and W. G. L.

Yokohama, April 18th, 1903

JUST LANDED:

The well-known, and famous brandy:

"Bisquit Dubouché & Co."

Per Bot.

XXX Very Old, Fine \$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

ALSO:

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent.

Hongkong, 30th April, 1909.

REGRET

You will NEVER if you

VISIT

MOHIDEEN & THAHA,

in
D'AGUILAR STREET,the
NEW JEWELLERS

AND DEALERS

in
CEYLON PRECIOUS

STONES

of every description, and

other GEMS.

Hongkong, 31st August, 1909.

To Let.

TO LET.

NO. 20 and 21, PRAYA, KENNEDY TOWN, two extensive two-storied semi-detached godowns, ground surface of cement concrete.

No. 24, Praya, Kennedy Town, one extensive two-storied godown.

All are in first class condition, suitable for storing Rice, Flour, &c.
Rents moderate.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 8th November, 1909.

To Let.

TO LET.

IN No. 6, DES VREUX ROAD CENTRAL, One Godown.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

ROOMS in College Chambers, No. 31, WYNDHAM STREET.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 18th November, 1909.

TO LET.

GODOWN, No. 4, PR. YA, Kennedy Town

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 22nd October, 1909.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present, in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 3rd June, 1909.

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vreux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.).

Apply to—

THE COMPAGNIE DEPARTEMENT, E. D. Sassoon & Co., Queen's Road Central.

Hongkong, 11th September, 1909.

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON & Co., Ltd.

Hongkong, 19th May, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

EXMOOR, CONDUIT ROAD.

No. 1 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-MEICHONG ROAD A HOUSE in RYON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA, ELY, BLUE BUILDING, and No. 168, DES VREUX ROAD next to the Hongkong Hotel.

FLATS in MORRISON TERRACE.

No. 10, DES VREUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st November, 1909.

TO LET.

GODOWN, No. 1A, DUDMAN STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st November, 1909.

CHINESE FINANCIAL "MAKE-SEE."

What China needs above all from all those who claim to be her friends is their collective and co-operative assistance in the development of her resources and the solution of the grave economic problems with which she stands confronted. On these grounds we, for our part, welcome American participation in the new Chinese Railway Loan, however much we regretted the shape which that loan assumed. In Manchuria there is, no doubt, an important field for the development of railway enterprise; and, whilst we cannot overlook the special interests which Japan has acquired in that region, we hold that the solution of the Manchurian railway problem lies in the co-operation of foreign capital—American as well as British—with both Chinese and Japanese enterprise. American, as well as British, diplomacy, can render no greater service in this respect to the commercial and industrial interests of their own people than by helping to attenuate differences between China and Japan, and certainly no two Powers are better qualified to exercise a moderating and conciliatory influence in Peking and at Tokio. One of the greatest impediments to the economic invigoration of the Chinese Empire—towards which the policy of the United States is, we feel confident, as sincerely directed as that of our own Government—is the spirit of extravagant Chauvinism to which Young China is prone. The despatch of a Chinese Naval Mission entrusted, it is said, with an immediate expenditure of £4,000,000 on ships and ammunition, would be a very disquieting symptom, if we could bring ourselves to treat it seriously; for in the present condition of Chinese finances, when the Peking Government can only make both ends meet by the most ruinous and ephemeral devices, at the cost chiefly of the provinces, such purposeless expenditure would be not merely fatuous, but criminal. Happily, we are quite aware that it is one of the peculiarities of the Chinese to find comfort in vainglorious demonstrations which are supposed to "give face," though all who take part in them are thoroughly conscious of the hollowness of the "make-see" proceeding. We can only hope that this Naval Mission belongs to this class of relatively harmless performances.—Times.

Intimations.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP \$1,150,000)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.

Undertaken and Executed.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 10th March, 1908.

F. BLACKHEAD & Co., SHIP-CHANDLERS, RAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIENS GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAILERS PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL ORNAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

HONGKONG, 10th March, 1909.

OSMAN & CASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPAKED

Ladies' Trimmed and Untrimmed HATS, RIBBONS, FLOWERS & FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and HOUSEHOLD LINENS.

Samples on application.

Cost Port: Orders carefully executed.

Hongkong, 6th September 1909.

WEATHER FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island-Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar:—

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Cap Rock	Aberdeen
Waglan	Sau Ki Wan
Stanley	Sai Kung
Cape Collinson	Sau Tin Koi
	Tai Po

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Harbour Office.

F. O. FROD, Director.

Intimation.

Powell's

ALEXANDRA
BUILDINGS.

CASH SALE

OF

BEDSTEADS
BEDSPREADSCRETONNES
CROCKERY
CARPETSFENDERS
FIRE IRONS

FURNITURE

INDIAN RUGS
JUTE RUGS

TAPESTRIES

COOKING UTENSILS

&c., &c., &c.

NOW

PROCEEDING.

W.M. POWELL,
LTD.House
Furnishers,
HONGKONG.

Hongkong, 9th November, 1909.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW (SATURDAY),
the 20th November, 1909, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street,
A LARGE QUANTITY OF
MISCELLANEOUS ARTICLES
Comprising:—
PICTURES, CLOTHS AND HAIR BRU-
SHES, LADY'S HAND BAGS, LADY'S
AND GENT'S BOOTS AND SHOES, CHINA
FIGURES, JEWEL BOXES, TOY WATCHES,
WOOLLEN SINGLETS, GLOVES,
RUBBER BALLS, DOLLS, HATS,
CLOCKS, &c., &c.

Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 16th November, 1909. [775]

PUBLIC AUCTION.

MR. GEO. P. LAMMEIT has received instructions to sell by
PUBLIC AUCTION,
on
THURSDAY,
the 2nd day of December, 1909, at 3 o'clock
in the afternoon, at his Sales Rooms, in
Duddell Street, Victoria, Hongkong,
the following
VERY VALUABLE LEASEHOLD AND
RECLAMATION PROPERTIES
IN FOUR LOTS:

The Properties consist of:—
LOT 1—All that Piece or Parcel of Ground
situate at Victoria in the Colony of Hong-
kong and known and registered in the
Land Office as Section B of Marine Lot
No. 34 together with the messuage erec-
tions and buildings thereon known as No. 80
Bonham Strand a c. 1,689 square feet
Term 999 years. Annual Crown rent
\$30.10.
LOT 2—All that Piece or Parcel of Ground
situate at Victoria a/c/overhead and known
and registered in the Land Office as Sub-
section 4 of Section B of Marine Lot No. 6
together with the messuage erec-
tions and buildings thereon known as No. 6
Bunham Strand. Term 82 years. An-
nual Crown Rent \$6.00.
LOT 3—All that Piece or Parcel of Ground
situate in the Dependency of Kowloon
and Colony of Hongkong and known and
registered in the Land Office as Subsec-
tion 3 of Section A of Kowloon Island
Lot No. 713 together with the messuage
erec-
tions and buildings thereon known as No. 381
Shanghai Street. Area 1082 square
feet. Term 75 years. Annual Crown
rent \$5.50.
LOT 4—All that Piece or Parcel of Ground
situate at Victoria a/c/overhead and known
and registered in the Land Office as Sec-
tion D of Praya Reclamation to the Re-
maining Portion of Marine Lot 37a (held
under and upon the terms and conditions
of two several Agreements relating to the
Reclamation in front of Marine Lot No. 37a
Remaining Portion dated respectively
the 5th October 1899 and the 9th June
1899 and respectively made between Bruce
Shepherd Acting for and on behalf of the
then Governor of Hongkong of the one
part and Tsun Tak Tong of the other
part and between the said Tsun Tak
Tong of the one part and His Excellency
Sir Henry Arthur Blake, G.C.M.G.,
Governor and Commander-in-Chief of
the said Colony of Hongkong and its
Dependencies and Vice-Admiral of the
same of the other part; by the first of which
Agreements the Governor agreed to grant
to the said Tsun Tak Tong his executors
administrators and assigns a Crown Lease
of the said premises for the term of 999
years upon the terms and conditions men-
tioned in the said Agreements mentioned
and by the second of which Agreements in
consideration of the Governor letting the
said Tsun Tak Tong into possession of the
said premises the said Tsun Tak Tong
agreed (inter alia) to pay to the Governor
the annual Crown rent of \$70.00 together
with the messuage erec-
tions and buildings
thereon known as No. 52 Connaught Road
West and No. 1 Des Voeux Road West
Area 793 square feet. Proportion of
Annual Crown rent \$15.50.

For further particulars and conditions of
sale, apply to—
Messrs. JOHNSON, STOKES & MASTER,
Solicitors for the Vendor,
or to
Mr. GEO. P. LAMMEIT,
The Auctioneer.
Hongkong, 15th November, 1909. [771]

Consignees.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"KAMO MARU"

having arrived from the above Ports, Con-
signees of cargo are hereby informed that their
Goods are being landed and placed at their risk
in the Hongkong and Kowloon Wharf and
Godown Company's Godowns at Kowloon,
where each consignment will be sorted out
mark by mark and delivery can be obtained as
soon as the Goods are landed.

Optional Cargo will be carried on unless
instructions are given to the contrary before
Noon, TO-DAY.
Goods not cleared by the 25th November,
will be subject to rent.

No Fire Insurance has been effected.
Damaged packages must be left in the
Godowns for examination by the Consignees
and the Co's representative at an appointed
hour. All claims must be presented within
two days of the steamer's arrival, here, after
which date they cannot be recognized. No
claims will be admitted after the goods have
left the Godowns.

NIPPON YUSEN KAISHA,
Agents.
Hongkong, 16th November 1909. [1549]

Consignees.

"SHIRE" LINE OF STEAMERS,
LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"DENBIGHSHIRE"

having arrived from the above Ports, Consig-
neers of Cargo are hereby informed that their
Goods are being landed and placed at their risk
in the Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each con-
signment will be sorted out mark by mark and
delivery can be obtained as soon as the goods are
landed.

Goods not cleared by the 20th inst., at 6
A.M., will be subject to rent.
No Fire Insurance will be effected by us in
any case whatever.

All damaged packages must be left in the
Godowns, where they will be examined at
10 A.M. on the 19th inst. No Claims will be
admitted after Goods have left the Godowns,
neither will they be recognized if presented
after 10 days of vessel's arrival here.

JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 15th November, 1909. [770]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND,"
FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the Godowns and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery
may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 22nd instant, will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
22nd instant, or they will not be recognized.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 22nd instant, at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 15th November, 1909. [772]

FROM EUROPE.

THE H. A. L. Steamship

"SUEVIA"

Captain Koze, having arrived, Con-
signees of Cargo are hereby informed that
their Goods are being landed and placed at
their risk into the Godowns and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited,
whence delivery may be obtained against
Bills of Lading countersigned by the Under-
signed.

Optional Cargo will be carried on unless
notice to the contrary be given before TO-
DAY.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 23rd inst., will be sub-
ject to rent.

All broken, chafed, and damaged Goods
must be left in the Godowns, where they will
be examined on the 23rd inst., at 3 P.M.

No Fire Insurance will be effected by us in
any case whatever.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 17th November, 1909. [778]

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, and West
Point Godowns, whence delivery may be
obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 20th of November,
will be subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 20th of November, at 9.30 A.M.

All claims must reach us before the 24th of
November, 1909, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 17th November, 1909. [5]

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex
s.s. Dordogne, from Havre ex s.s. Ados
and from Bordeaux ex s.s. Ville de Caen,
in connection with above Steamer are hereby in-
formed that their Goods, with the exception of
Treasure and Valuables, are being landed and
stored at their risk into the Godowns and/or
extra hazardous Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
at Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 11 A.M. TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned Goods remaining unclaimed
after THURSDAY, the 25th November, at Noon,
will be subject to rent and landing
charges.

All claims must be sent to me on or before
the 25th November, or they will not be re-
cognized.

All damaged packages will be examined on
THURSDAY, the 25th November, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPAGNE,
Agent.
Hongkong, 18th November 1909. [1549]

THE COLONIZING OF MONGOLIA.

The Times Peking correspondent telegraphs
on October 24—The railway from Peking to
Kalgan, which, as I have just telegraphed to
you, was opened to-day with much ceremony,
is not to end at Kalgan. It is to be extended
westwards along the border of the Mongolian
plateau to Kowloshung and thence to Hoku,
its port on the Yellow River—a total distance
of 275 miles. The route was surveyed last
year, and the railway is to be built in the same
manner as the present railway by a purely
Chinese staff from the earnings of the Northern
Railways. Funds thus allotted are insufficient
to allow of rapid construction. Seven years
are to be occupied in the construction, whereas,
if sufficient money were provided, the work
might easily be completed in one-third the
time.

Kalgan itself is an important trade mart on
the outer Great Wall northwest of Peking on
the border of the Mongolian plateau. It has
for years been the chief depot of the overland
tea trade to Russia. Many Russians had their
residences there. It is an interesting city,
thronged with Mongols and Chinese, in a dis-
trict famous even in Marco Polo's time for its
vineyards and orchards. The route along
which the extension will run is fertile and well
peopled. It has been populated within quite
recent times chiefly by settlers from Shanai
province, among whom are a considerable
number of Mahomedans.

THE CHINESE AS SETTLERS.

No race has greater powers of colonization
than the Chinese and nowhere have their powers
been displayed more strikingly than in their
extension into the pasture lands of Mongolia.
Along a front several hundred miles in length
the Chinese are moving northwards into the
Mongol pasture lands at a rate that has been
estimated at four miles per annum. Mongols
cannot resist this pacific invasion of a people
intellectually their superiors, who bring with
them their industrious habits, their farming
implements, their skill in husbandry. Where
a few nomad Mongols earned a scanty sub-
sistence with their herds on unfertilized soil, now
thousands of Chinese are living. Nomadic
life is disappearing and agricultural life is
taking its place. Villages are being built,
schools erected, and the whole Chinese Govern-
ment is seen at its best in encouraging this
agricultural expansion. Land is given to the
husbandman and the results are remarkable,
for cultivation causes the soil to retain its
warmth so that seasons are modified and cli-
mate and rainfall undergo change. The time,
indeed, seems not remote when the Gobi and
Ordos deserts will be invaded and reclaimed.
The Kalgan railway and the construction of the
projected extension to Kowloshung will give
additional encouragement and assistance to
Chinese colonization in Mongolia.

THE NEW RAILWAY.

The Peking-Kalgan railway is the first which
has been built in China entirely by Chinese
without foreign financial assistance and China
is justly proud of her achievement. From
Peking the new line runs across the Peking
plain to the foot of the Nankow Pass; it crosses
the pass there, passing Kowloshung, the scene
of the earthquake of 1717, it goes on past exten-
sive coal regions to the prefectural city Hsian,
hence, and thence to Kalgan. An ample traffic
is assured. There has always been an immense
traffic between Peking and Kalgan, and the long
camel trains bringing down the produce
Mongolia and returning with brick tea were
one of the sights of the Far East. Four or
five days used to be occupied in the journey
along and execrable road of sand and rubble.
Now it is a pleasant railway journey of a few
hours. Already the railway has added to the
prosperity. Chinese are quick to take advan-
tage of their opportunities. Every railway sta-
tion is becoming the focus of village. Chinese
shops and inns and tea-houses, ware-houses,
and caravanserais are being run up like magic.

Technical details of the railway are these:—
It has been built from the earnings of the
Northern Railways; it is 222 miles long, of
standard gauge, with 85-pound rails. The four
tunnels through the Nankow Pass are 1,204,
150, 463, and 358 feet respectively. They were
made by hand labour and are lined with dressed
stone. The first pierces the limestone near
the Chi Yung-kuan, the historical archway
dating from 1945, which has a Buddhist in-
scription cut in six languages; the last and
longest tunnel passes 243 ft. below the Great
Wall. From the foot of the pass to this tunnel
the distance is 124 miles, and the difference in
level is 1,880 ft. For eight miles there is a
continuous gradient of one in 30. Up the
pass the trains are driven by Mallet compound
articulated engines. All the engineers are
Chinese, the engineer-in-chief being Mr. Jern
Tien-yow, A.M.I.C.E., a Cantonese graduate of
Yale 1876, who served for many years on the
Northern Railways under Mr. Kinder. He has
had excellent assistants—clever, intelligent,
self-reliant young men from several provinces.
One, Mr. King-yang, is now engineer-in-chief
of the Canton section of the Canton-Hankow
Railway; another, Mr. Yen, has a similar posi-
tion in the railway now under construction from
Yichang in Hupeh towards the Szechuan border.

FOR SALE.

A GOOD SELECTION OF
XMAS and NEW YEAR
CARDS

and other Goods from RAPHAEL TUCK and
SONS, just received for the Season.
Packets of 15 XMAS and NEW YEAR
CARDS, all different designs, for 50 cents
only.

Private Greeting Stationery.
&c., &c., &c.
Inspection invited.

GRACE & CO.,
27, Des Voeux Road.
Hongkong, 9th November, 1909. [6]

HONGKONG AVERAGE MARKET PRICES.

Corrected 12th November, 1909. 100 lbs. per 5 Mts.

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mau Lung Pa	20
" Corned—Ham Ngau Yuk	20
" Roast—Shiu	20
" Breast—Ngau Lam	18
" Soup, Tong Yuk	15
" Steak—Ngau Yuk Pa	20
" " Sirloin—Ngau Lau	20
" Sausages—Ngau Yuk Chong	20
Bullock's Brains— " Knov	10
" Tongue fresh—Ngau Li	each
" Corned—Ham Ngau Li	60
" Head—Ngau Tau	80
" Heart—Ngau Sum	per lb
" Hump, Salt—Ngau Kia	15
" Feet—Ngau Keok	each
" Kidneys—Ngau Yiu	10
" Tail—Ngau Mei	18
" Liver—Ngau Con	13
" Tripe (undressed)—Ngau To	6
Calves' Head and Feet—Ngau-chai- tau-keok	set \$1.00
Mutton Chop—Yeung Pak Kwai	22
" Leg—Yeung Pak	22
" Shoulder—Yeung Shan	20
Pigs' Chins—Chi chong	22
" Brains—Chi Knov	per set
" Feet—Chi Keok	12
" Fry—Chi Chok	25
" Head—Chi Tan	18
" Heart—Chi Sum	9
" Kidneys—Chi Yiu	8
" Liver—Chi Kon	30
Pork Chop—Chi Pak Kwai	21
" Corned—Ham Chai Yuk	24
" Leg—Chi Pak	24
" Fat of Lard—Chi Yiu	18
Sheep's Head and Feet—Yeung Tau	50
" Keok	each
" Heart—Yeung Sum	each
" Kidneys—Yeung Yiu	0
" Liver—Yeung Con	24
Sucking Pigs, To Order—Chi Chai	22
Suet Beef—Sang Ngau Yau	20
" Mutton—Sang Yeung Yau	22
Veal—Ngau Chai Yuk	20
" Sausages—Ngau Chai Yuk Tong	20

POULTRY.

Chicken—Kai Chai	32
Capon, Large, Small—Siu Kai	30
Duck—Ap	30
Doves—Pan Kau	each
Eggs, Hen—Kai Tan	per doz
Fowls, Canton—Kai	20
" Hainan—Hoi Nam Kai	20
Geese—Ngo	20
Geese, Wild Shanghai—Sheng Hoi Ye	20
Ngo	20
Musk Deer—Wong Keng	each
Hare—To Chai	65
Partridge—Che Khoo	each
Pheasant—Shan Kai	per pair
Pigeons, Canton—Pak Kuo	each
" Holchow—Holchow Pak Kuo	24
Quail—Um Chai	40
Rice Birds—Wo Fa Chai	dozen
Snipe—Sa Chai	each
Turkeys, Cock—Fo Kai Kung	per lb
" Hen— " Na	45
Wild Ducks, Shanghai, Sul-ap	each
Teal, Shanghai, Sul Ap	each
Wild Ducks Canton—Sang Shing Sul	per pair

FISH.

Barbel—Ka Yu	11
Bream—Bin Yu	16
Canton Fresh Water Fish—Hoi Sin Yu	16
Carp—Li Yu	20
Catfish—Chik Yu	12
Codfish—Mun Yu	12
Crabs—Hal	20
Cuttle Fish—Mok Yu	15
Dab—Sa Mang Yu	17
Dace—Wong Mei Lun	13
Dog Fish—Thi Yu	9
Eels, Gogor—Hal Ma Yu	16
" Fresh water—Tan Sul Yu	16
" Yellow—Wong Si	28
Frog—Tien Kai	30
Garoupe—Sak Pan	30
Gudgeon—Pak Kuo Yu	22
Hairfish—Two Pak	22
Hallibut—Chung Kwai Yu	22
Labrus—Wong Fa Yu	22
Loach—Wo Yu	22
Loberster—Lung Ha	22
Mackerel—Chai Yu	22
Moon Fish—Mun Yu	22
Mullet—Chai Yu	22
Oyster—Sang Hoo	22
Parrotfish—Kai Kung Yu	22
Perch—Tan Loo	22
Pike—Ya Paw Fong	22
Plaice—Pau Yu	22
Pomfret—Khai Chong	22
Pomfret, White—Pak Chong	22
Prism—Ming Ha	22
Shrimp—Ya Yu	22
Shrimp, Red—Kai Kung	22
Shrimp, Green—Kai Kung	22
Shrimp, Black—Kai Kung	22
Shrimp, White—Kai Kung	22
Shrimp, Yellow—Kai Kung	22
Shrimp, Red—Kai Kung	22
Shrimp, Green—Kai Kung	22
Shrimp, Black—Kai Kung	22
Shrimp, White—Kai Kung	22
Shrimp, Yellow—Kai Kung	22
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Shrimp, Green—Kai Kung	22
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Shrimp, Yellow—Kai Kung	22
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Shrimp, Green—Kai Kung	22
Shrimp, Black—Kai Kung	22
Shrimp, White—Kai Kung	22
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Intimation.



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HONGKONG AND KOWLOON.

HONGKONG, 15th July, 1909.

[28]

The Hongkong Telegraph

HONGKONG, FRIDAY, NOVEMBER 19, 1909.

VERBAL FLUX.

It is not so very long ago since the present body of unofficials appointed to the Legislative Council might have been described as tongue-tied, either through an excess of modesty or an unwillingness to bore their colleagues. But, lately, the budding statesmen have been emulating their doughty predecessors, who tore Government arguments to tatters and gained great renown among the men-in-the-street for the vigour of their language and the denunciation of officialdom. Of course, the speeches did nobody any harm and indeed were not intended to cause mischief; they simply went off like escaping steam and there the matter ended. When these warriors had left the Colony to enjoy the repose they deserved in the old country the fresh hands set diffidently acquiescing in the will of the Government. It was an exceptional thing for a Council meeting to last more than an hour, unless when the Budget was introduced, but recent events have changed all that. The financial condition of the Colony has livened up members, so that they must all have their "say" in order to prove their vigilance. There was one meeting which lasted until long after the lights had been raised, and another at which every individual unofficial member gave voice to his feelings, one member, in fact, bringing in the question of the Clock Tower. No doubt there are people who read these tremendous bursts of concentrated eloquence, but they seldom admit the fact. But as we have said, nobody objects to these orations being fired off in the Legislative Council. That is precisely what the Council was intended for and as the united efforts of the unofficial members never affect the Government one way or the other it makes no comment. If a member wishes that his remarks should be framed in Hansard the Government is quite agreeable. If a mem-

ber desires that his views should meet the eye of the Secretary of State the Government never says him nay. And so the game proceeds to the convenience and satisfaction of all concerned. But if we are growing accustomed to the revival of oratory in Hongkong, what must things be like in the United Kingdom at the present time when every tub-thumper is laying down the law with all his might? It seems that members of Parliament are taking the opportunity of airing their opinions to the masses because they cannot find an opportunity of doing so in the House of Commons. And it is painful to find Mr. Cecil Harmsworth writing in the *National Review* to the effect that speeches should be curtailed. One can fancy him with a beautiful speech in his pocket which he is impatiently waiting to deliver when the tactics of the Labour party or the onslaught of the Irishmen prevent him from catching the Speaker's eye. Not only are ordinary members given to wasting the time of the House, but ex-Ministers and even Ministers are guilty of the practice. Mr. Harmsworth draws a picture of the Minister or ex-Minister who habitually occupies more time than he need in Parliament. The right honourable gentleman, he says, advances to the table and spreads out his sheet of notes before him. He holds office now or has held office in some previous administration, and by the custom of the House he is entitled to be called before other members. They have risen in droves, perhaps, from the benches behind him, from the Nationalist and Labour benches, and from the benches on the other side of the House. The right honourable gentleman clasps unmovable the brass-bound book in front of him, and as the other members sink despondently in their places, he proceeds leisurely to embark on an oratorical voyage that may occupy every minute from the tea-hour to dinnertime. It matters little that the subject under discussion is one in regard to which the right honourable gentleman has nothing material to say. The having nothing to say is neither here nor there. The speech is the thing and the right honourable gentleman holds on his way inexorably regardless alike of the lapse of precious time and of the impatience of other members who are anxious to speak. When the peroration may reasonably be supposed to be near, hope revives in other breasts. Alas, there are several perorations. The orator has come to the end of his notes and is trusting to his unassisted command of the English language. "It is a period of anxiety and tension during which the orator circles round and round like another Bleriot, seeking for a safe and definite landing place. When at length the end is reached there is a general sense of relief which is unshared only by those who are still disappointed in their efforts to catch Mr. Speaker's eye. We shall have legislators of the same kind in this country soon, comments the *Himlay Gazette*. They are already made and waiting their opportunity. In England there are private members as well as Ministers and ex-Ministers given to tedious jobations, and it never by any chance occurs to them they are guilty of disloyalty to their party in wasting time. Yet the fact remains that it is nothing more or less. Moreover it is detrimental to national interests, for, in Supply, talk takes the place of examination into balance sheets and accounts and interferes with the ordinary course of business. Fortunately we have not come to such a pass in Hongkong. We may not have much power but we have full liberty to preach any gospel we please for any length of time, always in the sure and certain knowledge that our remarks will be recorded. There is no waiting to catch the speaker's eye here. Every member has fair play and no favour; and we have even reached such a fine point of etiquette and courtesy that everything is always arranged who will speak first and who will follow and in what order. So that the question of the limitation of speeches which is such a grievous evil in England and a growing one in India concerns us but little. Nevertheless the time might come when the plague should fall upon the Colony, but so long as it is postponed in our time we are content. Drastic measures are proposed to check the nuisance in the House of Commons. Four times since 1880 the House has been obliged to revise its rules for the purpose of expediting public business. Speeches grow long when exciting subjects come under debate and where there is much talk there is little work. In India, says the *Himlay Gazette*, speeches are long on all occasions, in fact their length is generally their only striking feature, and this will have to be borne in mind when the new Legislative Councils come into being, for we may depend upon it one of the first and most rigorous rules to be introduced and enforced will have for its object the curtailment of orations, such as are now permitted in the various Chambers. Sir Carne Raeburn was wont to say a man who, in these days, cannot deliver his soul in a quarter of an hour or twenty minutes, does not know his trade and is not fit to be a member of Parliament. Sir Henry Campbell-Bannerman supported and advocated a time-limit for speeches, though he deprecated at

the same time the mixing up of the question of the number of speeches with the question of the length of speeches. "Business of supply," he said in 1903, "is the very time when we ought to give power to a member to get up again and again, and to a Minister to get up again and again." And Mr. Balfour has declared that the time will come when the House will be compelled to adopt some limitation on the "duration of speeches." It is necessary in the Commons, it will be more than necessary in the Indian Councils, though the object with which long speeches are delivered in the two countries differs very greatly. Here our legislators talk for the purpose of impressing their constituents rather than from any desire to affect their colleagues. In the English Parliament when everybody who has anything to say has said it, and the debate begins to fall to those who, in Mr. Gladstone's words, "sometimes rise to the level of mediocrity and more, often grovel amidst mere trash in unbounded profusion," there is no doubt whatever as to the obstructive nature of the tactics. By such tactics, not only are the proceedings of the House delayed, but an unnecessary strain is put on the patience and even on the health of members. This, at all events, is the opinion of Mr. Cecil Harmsworth. He proposes that no speeches on the second reading should exceed fifteen or twenty minutes, with the exception of that of the Minister in charge of the business of the House for the time being, of a leader of the opposition and of a leader or appointed spokesman of the Nationalist and Labour parties respectively. Speeches in Committee he would limit to five minutes and in regard to dilatory motions he would apply more drastic procedure, limiting both number and length of speeches. "A disciplinary time-limit would necessitate more careful preparation and the choice of language that should be adequate without superfluity." But the Government and the House are entitled to be protected against the kind of loquacity which merely serves the purpose of wasting time. The closure is an unpopular process and may not last, so other means are advocated. Our Indian contemporary declares in its final sentence: "We believe the necessity for some method of limiting the duration of speeches has been recognised in advance, by the Government of India and the provincial Government and we may with profit, study the progress of the efforts being made in England for the efficacious treatment of verbal flux." "Verbal flux" is good.

LOCAL AND GENERAL.

* * * Tires sporting fixtures for to-morrow are crowded out of this issue. Peking telegrams and Canton notes are unavoidably held over for to-morrow.

THE No. 5 Dock launch has been sold by private treaty.

THE fifth wooden lighter, which was built by the Hongkong Dock Co., for the Philippine Government, was lost in the China Sea last week in a storm, while being towed to Macao.

TWO Indian constables appeared in the Police Court this morning charged with an alleged assault on a Chinaman. Mr. Goldring appeared for the defendants and the case was remanded. Serious developments are expected.

ON the 5th October last, the Colonial Secretary transmitted, for the consideration of the Chamber of Commerce the draft of a Bill entitled an Ordinance to provide for the issue of Government Paper Currency; and inquired whether its provisions were acceptable to the Chamber.

MR. J. W. BAI, formerly of our evening contemporary and lately a journalist in Shanghai, has been appointed by the Manila Carnival Committee, of which he is a member, to proceed to Australia and "boost" the exhibition in his native land. Mr. Bai leaves for Manila, en route for Australia, to-morrow.

MONEY-LENDING IN HONGKONG.

SOME REVELATIONS IN THE SUMMARY COURT.

Before Mr. Justice Gompertz (Puisne Judge) in the Summary Court this morning, a promise note claim was brought against a Chinese clerk by an Indian money-lender. Defendant said he was a clerk in the Post Office and drew a salary of \$80 a month. He had a wife and two children to support and had to pay a monthly rent of \$11.

His Lordship said he would make an order for small monthly instalments.

Mr. J. H. Gardiner (for the plaintiff) said it would take one year for the settlement of the debt.

His Lordship said that the defendant was a man in humble circumstances and made out an order for the payment of \$20 at the end of the current month and \$10 in the second instance till the settlement of the debt; this amounts to be paid in monthly instalments.

EARNED A PENSION OF \$7.

In another case, a mother and son were sued by another Indian for \$40, being amount of money lent. It appeared that the son had been out of employment for a period of eight months and the mother received a pension of \$7 from the Government of Macao.

His Lordship ordered monthly instalments of \$2 by each of the defendants.

A SUSPICIOUS CIRCUMSTANCE.

Mr. Gardiner mentioned a somewhat large claim and said interest was charged at the rate of 4 per cent.

His Lordship said that in itself sounds suspicious.

Sanitary Board.

THE CHINESE VACANCY.

APPOINTMENT OF MR. NG HON-CHI.

We are reliably informed that the vacancy in the Sanitary Board, caused by the resignation of Mr. Ho Koon Tong three months ago, has since been filled by the nomination of Mr. Ng Hon-chi, who was offered and has accepted the appointment. We learn that the nomination has been popularly received by the Chinese community in Hongkong as whose junior representative on the Board Mr. Ng will take his seat on Tuesday next.

This gentleman, who has a perfect command of the English language, both spoken and written, was a former student in Queen's College and at one time occupied the position of comprador to the National Bank of China, Ltd. Upon severing his connection with the Bank, he accepted an appointment with a leading hong of Chinese merchants and is to-day the secretary of the Yuen Fat Hong, in Bonham Strand, who are the Chinese Taikoo of Hongkong. The Yuen Fat are large importers of rice and sugar into the Colony.

Mr. Ng Hon-chi is a director of the Tung Wa Hospital and is also a member of the Po Leung Kuk Committee; he is, besides, vice-president of the District Dispensaries in the Central Division of the City.

CAMP NOTES.

FIELD DAY.

Yesterday reveille was sounded at 5 a.m. instead of 6.15, and breakfast was served at 5.45 a.m. Parade commenced at 6.30 in the morning. All units were served with 20 rounds of blank ammunition, and when everything was ready they marched up to The Buffs' camp, under the command of Capt. Wood. On arrival the Volunteers joined the "D" and "H" Companies, Buffs, after which the men were marched over hills and down valleys to Shatin village, where they were supposed to capture and burn the village. In order to effect their purpose the advance party left the main body of troops and went by a different direction, in which they met the enemy and some firing took place. A party of the Khaki Force consisting of Volunteers made their way back to the hills, awaiting approach to the enemy. Some excellent work was done through. There was no doubt that the Khaki force worked hard to secure a victory; the result is not known yet, however. "Cease fire" was sounded at about 2 p.m. The different parties then made their way to camp, the Volunteers arriving there about 3 p.m. They covered a distance of from 15 to 20 miles through a difficult and hilly district. General Broadwood and staff were also present during the sham fight.

Only one sick patient was bathed in the Hospital tent, as the result of an accident which took place on Wednesday morning while the Nos. 3 and 4 Companies were out on their 205th Q. F. gun drill. The man who was placed hors combat was Gunner Read, who had his knee-cap hurt. He is still under medical treatment in the Hospital tent.

Ying Kee, the caterer of the camp, is again in evidence this year. He has been the caterer since the camp started about seventeen years ago, and is proud of his long service medal. He is a man of 51 years of age, and is hard working. It is a great sight to see him about the hills with his retinue of coolies and "boys." The Corps will be inspected at gun practice by His Excellency the Governor to-morrow afternoon at 1 p.m.

CRICKET.

POLICE VS. PRESS.

The above friendly match came off on the Police ground at Happy Valley yesterday afternoon. The pitch was in excellent condition and materially assisted towards the enjoyment of an interesting game. The Police eleven was composed of their A team while the opposing team consisted of members of the Press. The Police team proved the better of the two but the result was by no means the formidable feat that had been popularly anticipated. Hogan and Cullen headed the score for the Press with 15 runs each to their credit, while for the Police King and MacLellan put in respectable scores. Considering that the majority of the men composing the Press team were out of practice, they did remarkably well, their score of 69 runs against that of 99 by the Police being extremely creditable to themselves. The scores are as follows:

PRESS.			
J. W. Bain, lb.w., b. MacHardy	2		
W. Smart b Cooper	0		
H. M. Bain c King b Glendenning	0		
A. C. Langley b Cooper	0		
H. K. King c King b Cooper	4		
W. Hogan b Cooper b Glendenning	15		
H. B. Collins c Cooper b Glendenning	15		
E. B. Ayris not out	2		
A. Ramsay b Cooper	2		
A. A. Casar c King b MacLellan	2		
R. Hopp c MacHardy b Cooper	0		
Extras	9		
Total	69		

POLICE.			
K. MacLellan b Ayris	11		
J. J. Watt b Hicks	18		
H. V. Farr c Bain b Hicks	10		
T. H. King retired	23		
W. W. Cooper b Hicks	0		
D. MacHardy b Hicks	0		
T. Glendenning c Langley b Smart	5		
J. B. Baker c Bain b Smart	8		
A. Gordon b Smart	6		
W. Gerrard not out	3		
M. O'Sullivan c and b Smart	0		
Extras	10		
Total	99		

BOWLING ANALYSIS.			
MacHardy	0	M.	R.
Cooper	7	2	19
Glendenning	6	1	12
Glendenning	3	0	14
Glendenning	5	0	15

BOWLING ANALYSIS.			
Ayris	0	M.	R.
Smart	0	1	23
Glendenning	6	0	19
Glendenning	1	0	5
Glendenning	7	0	36
Glendenning	1	0	4

INTERPORT CRICKET WEEK.

OFFICIAL PROGRAMME.

Friday, November, 19th.—Straits team due to arrive per s/s "Palawan" Shanghai team due to arrive at 5 p.m. per R.M.S. "Empress of India."

Saturday, November, 20th.—Hongkong v. Straits (Tennis Singles and Doubles). The team will be entertained by His Excellency the Governor at Government House to dinner at 8.15 p.m. By kind permission of Col. Prior and the Officers, the Band of the 13th Rajputs will play on the ground from 3 to 5 p.m. (In case the late arrival of the Straits team prevents the Tennis match being played the ground will be open for cricket and Tennis practice and there will be no Band music.)

Monday, Nov. 22nd.—Hongkong v. Shanghai (Cricket, 1st day) By kind permission of Col. Dann and the Officers, the Band of the 10th Mahratta L.I. will play on the ground from 3 to 5 p.m.

Tuesday, Nov. 23rd.—Hongkong v. Shanghai (Cricket, 2nd day) By kind permission of Col. Prior and the Officers, the Band of the 13th Rajputs will play on the ground from 3 to 5 p.m. A supper and dance will take place in the Hongkong Club, commencing at 8 p.m. Commodore Lyon and the Officers "The Fleet" will be at home on the ground.

Wednesday, Nov. 24th.—Hongkong v. Straits (Cricket, 1st day). By kind permission of Lt. Col. Bayard, D.S.O. and the Officers the Band 2/16 Buffs will play on the ground from 3 to 5 p.m. Major General Broadwood, C.B. and the Officers "The Garrison" will be "at home" on the ground.

Thursday, Nov. 25th.—Hongkong v. Straits (Cricket, 2nd day). No Band available. H.E. the Governor has invited the visiting teams to the "King's Birthday" Ball at Government House at 9.30 p.m.

Friday, Nov. 26th.—Shanghai v. Straits (Cricket, 1st day). By kind permission of Col. Dann and the Officers, the Band of the 10th Mahratta L.I. will play on the ground from 3 to 5 p.m.

Saturday, Nov. 27th.—Shanghai v. Straits (Cricket, 2nd day). By kind permission of Lt. Col. Bayard, D.S.O. and the Officers, the Band 2/16 Buffs will play on the ground from 3 to 5 p.m. Major General Broadwood, C.B. and the Officers "The Garrison" will be "at home" on the ground.

Monday, November 29th.—Interport Champions v. The World (Cricket, 1st day).

Tuesday, November 30th.—Interport Champions v. The World (Cricket, 2nd day). The St. Andrew's Ball Stevedores have kindly invited the visiting teams to the Ball at City Hall at 9 p.m.

Note.—Cricket commences each day at 11 a.m. Play stops each day at 5 p.m. and each match will be played to a finish. The time hour will be between 1 and 2 o'clock. Guests, the Naval and Military Officers are requested to enter the ground by the N.E. (Naval Yard) Gate. The Pavilion seats are reserved for Members and Subscribers only and the Jackson Road Stand is available for Members, Subscribers and their lady friends. Mr. Fairmer's stand (opposite Murray Barracks) and such standing room as is available round the ground can be used by Non-Members.

To-morrow night His Excellency the Governor entertains the Interport Cricket Teams at dinner at Government House, and the following have been invited to meet them:—Mr. Maitland, Sir Paul Chater, General Broadwood, Cap. Sir Heathcote, Mr. A. R. Lowe, Sir Henry Berkeley, Mr. Hewitt, Mr. Gompertz, Mr. Gresson, Commodore Lyon, Sir Francis May, Mr. S. B. C. Ross, Capt. G. W. Smith, R.N., Mr. H. P. White, Mr. Hough and Dr. Atkinson.

NIGHT-SOIL COOLIES IN TROUBLE.

ALLEGED TO HAVE OBTAINED MONEY UNDER FALSE PRETEXTS.

At the Magistracy, this morning, before Mr. E. R. Hallifax (First Magistrate) three night-soil coolies were charged at the instance of Chief Detective-Inspector Hanson with obtaining by false pretences from various shopkeepers in the Colony the sum of 50 cents for time-washing and tarring certain latrines between the 21st August and 4th September last. Three others were charged with aiding and abetting. Mr. C. E. H. Beavis (of Messrs. Wilkinson and Grist) appeared for the latter. Inspector Hanson stated that some time ago, Mr. Wolfe, head of the Sanitary Department, informed him that a number of false notices had been delivered in the Colony to tar certain latrines. Inquiries were made at the time by the Police but nothing was discovered until a few days ago, when the three defendants were arrested and shortly afterwards three more were arrested for aiding and abetting. Mr. Wolfe had given him to understand that the notices were not sent out under his authority or that of the Sanitary Board. He would only prove that on a certain day a number of men passed themselves off as Sanitary Board coolies and said they had come to tar the latrines, for which they received payment. None of the men could be identified but Mr. Wolfe had asked him to make the best of the case. Some of the men admitted doing the work but said it had been performed under the instructions of the other three defendants. They could not say why and for whom they did the work.

His Worship informed Mr. Hanson that if no further evidence could be produced to connect the defendants with the charges, the case must drop. Mr. Hanson withdrew the charges against the men. The case of the other three men was then called and was about to be proceeded with, but at this stage, Mr. Beavis, who appeared for the defendants, said the position was a most peculiar one, as he failed to see how the defendants could have aided and abetted the other men if the charges of obtaining money by false pretences against the latter had failed. The case was remanded, pending an alteration in the charge.

Mr. Hanson withdrew the charges against the men.

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COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write this afternoon:

The market generally speaking has remained firm during the week under review, but only a moderate business has been transacted. The principal feature of the week has been the continued rise in China Sugars. The "Rubber" market has been rather easier and only a small business has to be recorded.

Banks.—Hongkong & Shanghai Banks have declined to \$99 1/2 at which rate buyers prevail. The London price, however, has improved to £91 5/4. Nationals are firm with buyers at \$65.

Marine Insurances.—Cantons remain quiet and can be had at \$16 1/2. Unions have strengthened to \$350 at which sales have been effected. In the North, Yangtze are on offer at \$230, while North Chinas have buyers at \$15 1/2.

Fire Insurances.—China Fires are unchanged and can still be had at \$115. Hongkong Fires are slightly weaker, and are obtainable at \$375.

Shipping.—Sales of Hongkong Canton and Macao Steamboats have been put through at \$30 and more are wanted at the rate. Indo-Chinas have buyers at \$60. There are sellers in the North at \$15 1/2. Shell Transporters have eased down to 70/6. It is reported that the Directors of this Company are issuing a pro-rata allotment to ordinary shareholders of eight new shares to every hundred old shares; at fifty-one shillings. Bearer warrant holders should immediately deposit their warrants with a principal Eastern Bank, when cable advice of said deposit will be accepted in London, but numbers of warrants must be given.

Refineries.—China Sugars have further improved to \$15 1/2, at which sales have taken place and there are further buyers. Luxons are firm and wanted at \$20. Perak Sugars have risen to \$15 1/2 at which price there are buyers.

Mining.—Chinese Engineerings have been sold at the improved rate of \$15 1/2. Raubs continue weak and on offer at \$7 1/2.

Docks, Wharves and Godowns.—Kowloon Wharves after sales at \$63, are offering at \$62 1/2. Whampoa Docks are weak and have sellers at \$53. In the North, Shanghai Docks are offering at \$15 7/8, and Hongkong Wharves at the reduced rate of \$15 1/8.

Land, Hotels and Buildings.—Hongkong Hotels, old, and new shares can be sold at quotations. Hongkong Lands have been sold at \$103 and more are obtainable at the rate. Humphreys Estates are offering at \$9 without inducing buyers. West Point continue in demand at \$14.

Cotton Mills. Hongkong Cottons have been dealt in to a fair extent at \$6 and more can probably be had at the rate. Kwos have strengthened, and sales at \$14 1/2 have been effected. According to latest mail advices to hand from the North, changes in other Northern Mills are as follows:—Internationals \$15 1/2, Lau Kung Mow \$15 1/4 and Soy Chee \$15 1/2.

Miscellaneous.—China Borneos are easier and on offer at \$12 1/2. China Light and Powers can probably be placed at \$6. Sales of China Providents have been put through at \$9 and more are wanted. There are buyers of Green Island Cements at \$7 1/2 after sales at the rate. Philippines are firm and can be placed at \$9 after sales. Comratas have ruled fairly steady and sales are reported at \$11 1/2. Langkats, after the announcement of the declaration of a final dividend of \$1 1/2 and a bonus of \$1 1/2 per share for 1909, rose as high as \$15 7/8, but a reaction has since taken place and sales are reported at \$15 1/2.

Rubbers.—Anglo-Malays are firm and can be placed at \$14 1/2. Balgownies are firm with buyers at \$67. (S'pore) Castlefields have buyers at \$60, but none are obtainable under \$52 1/2. Damansaras are wanted at \$60. Golcondas are quoted sellers at \$55.

Kuala Lumpur.—Dividend of 4/- for 1909. Anglo Malays.—Second interim of 1 1/2 % for 1909. Perak Sugars.—Dividend of \$15 1/2 for year ending August 31st, 1909. Kwos.—Dividend of \$15 1/2 for year ending October 31st, 1909. Internationals.—Dividend of \$15 1/2 for year ending September 30th, 1909. Langkats.—Final of \$15 1/2 and bonus of \$15 1/2 for 1909.

Forward Settlements.—The following dates have been fixed by the Stockbrokers' Association of Hongkong for Forward Settlements:—November Settlement 29th November. December " 29th December.

TYPHOON WARNING.

The following telegram was received at the American Consulate-General from the Manila Observatory at 12.15 p.m. to-day:—

November 19th, 11.30 a.m. Cyclone or typhoon over N. China Sea; filling up.

At the Criminal Sessions to-day, the case was continued in which a Chinaman is charged with the alleged murder of two Indian policemen in the New Territory on the 28th August last. Evidence was called and the case was adjourned.

Macao's Delimitation.

CHINESE COMMISSIONER'S CONTENTION.

PORTUGUESE CLAIMS COMBATED.

ENCOURAGEMENT TO SELF-GOVERNMENT SOCIETY'S ANTI-PORTUGUESE PROPAGANDA.

Seldom in the whole course of the history of foreign intercourse with China, dating back for several centuries, has a more fascinating phase presented itself to the student of events connected with this ancient and most interesting kingdom than that which for the past few months has engaged the earnest consideration of the first European nation to gain a permanent foothold on the threshold of its gates jointly with the country upon which is focused the attention of the great commercial nations of the world. As the Portuguese Commissioner, General Machado, expressly stated to his Imperial Chinese colleague at the inaugural sitting of the Commission, which has since reached a deadlock, by reason of Portuguese settlement in China, the whole system of China's economic fabric was destined to a convulsion which slowly but steadily and surely developed the enormous latent potential resources of the country until it has attained to its present-day developments redounding to the benefit of China's millions of people and to the material advantage of the great and powerful manufacturing nations of the world. The advent of Portugal's intrepid and enterprising sons to China in the middle of the 16th century was a veritable blessing in disguise, and well may the Portuguese nation now turn to China and exclaim, in the words of Julius Caesar: "Et tu, Brute!" for the base ingratitude with which China repays her ancient friend and protector against the predaceous piratical borders who infested the coast of Southern China and had the maritime provinces absolutely within their ruthless and merciless sway.

The negotiations, which have just been brought to such an abrupt termination, painfully illustrate the character of the human race which, in the affairs of nations as in those of individuals, exhibit identical traits. In her hour of need Portugal acted to China as a friend indeed; but once the benefit secured, the kindly act is soon forgotten and the receiver becomes totally oblivious of the benefactor; such, in short, is the relation in which Portugal stands to China at the present day as is exemplified in the whole progress of negotiations having for their ostensible object the delimitation of the boundaries of Macao.

In the present article it will not be our purpose to recount in detail the circumstances leading to the present—and not wholly unforeseen—denouement. What they have been our readers will already have been acquainted with when the *Hongkong Telegraph* was the medium by which the public were first made cognisant of the facts of Saturday last. We then stated that within the brief couple of hours from the breaking-off of the diplomatic *four-parler* it was impossible for us to obtain the entire facts of what actually transpired at the last meeting of the Delimitation Commissioners at which a great deal of plain speaking took place between the two High Commissioners appointed by the respective Governments in Lisbon and at Peking. We made it clear that we were not without hopes that we would ultimately secure, if not *verbatim*, at least in substance, the arguments advanced by each side in support of its contentions and the rebuttal thereof. That our confidence was sufficiently well founded is proved by the results of our labours which we are enabled to place unreservedly before our readers to-day. That the Commissioners themselves are pledged to implicit reticence, the repeated accusations of the members of the Self-Government Society have long since made it abundantly evident. Nevertheless, we have no misgivings in our reliance in the general accuracy of the information which we have since gathered and which though susceptible of correction in minor details, in their general substance can be accepted with the same confidence with which they are now presented in public print.

THE LAST CONFERENCE.
It has already been recorded that the final sitting of the Commission took place on Saturday, the 18th inst. Evidently the Commissioners had anticipated the reaching of the climax, for the sitting was not prolonged beyond two hours in the forenoon, and when the Commission rose shortly before the hour of noon they closed the sessions consisting of an exchange of memorandums which, as far as diplomatic parlance permitted, was in effect a battle royal of words which emphatically and unequivocally asserted the rights and claims of the contending parties whom the High Commissioners represented.

GENERAL MACHADO OPENS FIRE.
Without attempting to disguise his confirmed belief in the utter futility of prolonging the abortive negotiations, the Portuguese Commissioner stated that, as his Imperial Chinese colleague did not then desire to be the first to address the Commission, he asked to be allowed to state

that, during the four months that the Commission had held its sittings, His Excellency Kao Erh Chien had given expression to the desire to arrive at an equitable adjustment of the differences whose existence was responsible for their special mission. On his part, General Machado did no more than present his claims over such territory as had belonged to Portugal for a succession of generations. Those claims were devoid of any idea of territorial expansion; they were limited to territory which Portugal dominated, actually occupied, and exercised the prerogative of her government.

CONCESSIONS MADE.
From the very outset of their labours the Portuguese Commissioner sought to prove that he was animated by a desire to make concessions, rather than remain obdurate in his just demands. They had the inalienable right over the entire peninsula of Macao from Barra as the southern boundary to the barrier of Porto do Cerco in the North, reserving as the neutral zone the stretch of land from the village of Passalica (or Pak-shan-lau); also over the islands of Taipa, Coloan, Don Joao, Wang Kum and Lappa. In spite of that fact the Portuguese Government, through the Commissioner, waived their claim over half the insular territory which would be partitioned by an imaginary line drawn across from north to south. The yielding of that half of the islands was a concession to avert the possibility of polemical conflicts and was cited by General Machado as the most salient proof in substantiation of his assertion of the spirit of conciliation by which he was animated.

CHINA'S FAILURE OF RECOGNITION.
During the whole course of the negotiations, H.E. Kao Erh Chien refused to recognise the Portuguese rights even over those portions of the Colony where, according to the Portuguese Commissioner, abundant evidences force themselves upon attention of Portuguese occupation; such, for instance, as the territory with existing ancient fortresses from whose heights for centuries past from sunrise to sunset the Portuguese flag fluttered to the breeze and where anyone would admit the existence of Portuguese dominion and sovereignty. The Chinese Commissioner, moreover, flatly declined to own to an acknowledgment of Portugal's dominion over those islands and territorial waters forming part of the dependencies whose geographical situation essentially determined the choice of the Portuguese settlement and without which the Portuguese colony might be held in bondage and contumely and at the mercy of the brigands and piratical hordes.

DISREGARD FOR TREATIES.
General Machado re-asserted that his colleague would lay claim to territory which for many long years formed part and parcel of the Portuguese dominion. By his insistence on those claims, the Chinese Commissioner was repudiating a Treaty solemnly entered into, and yet another duly concluded and signed; he was casting to the winds Conventions, compacts and agreements that had been ratified by the Government of Peking, acknowledged by successive Viceroys of Canton and other high Chinese Provincial officials, with an utter disregard and absence of consideration for the fruits of the labours of the Portuguese and the interests of their nationality consolidated and solidified within the territory throughout the evolution of generations.

SELF-GOVERNMENT SOCIETY'S UNLICENSED SPEECH.
It was with extreme regret that General Machado felt compelled to lay before His Excellency Kao Erh Chien an expression of his formal protest against the unlicensed and unlicensed language of the Cantonese societies that had been dignified with the euphemistic titles of the "Self-Government Society" and the "Society for the Protection of Boundary Rights." Those societies, he said, were permitted a freedom of speech and licence of criticism never before known; speech, moreover, absolutely lacking in veracity in the Societies' discussions expressed in public meetings and circulated broadcast by medium of the telegraph and the Press, and whose outcome was the engagement of agitators whose business it was to lecture in villages and districts adjacent to Macao with a view of inciting unformed and untutored public opinion and fomenting aggression against the Portuguese, without let or hindrance on the part of the Central Government or of the Provincial Authorities in an endeavour to suppress the mischievous anti-Portuguese propaganda.

DEADLOCK PRECIPITATED.
Proceeding with his forceful address, the Portuguese Commissioner is reported to have said, addressing H.E. Kao Erh Chien: "In short, Your Excellency in your last memorandum, in a manner precluding debate or ex-

postulation, and allowing of no latitude for argument, decisively denied the existence of rights over territory that is most important to the Portuguese Colony. I have thus been led to believe that it was impossible to successfully delimit the boundaries of Macao in conformity with facts established by time, founded on good faith, and in agreement with the letter as well as the spirit of Treaties, duly and proper respect to which was prompted by the mutual confidence engendered by common political interests that should govern two friendly neighbouring States. I, therefore, verily communicated to Your Excellency what I conceived to be the most expedient course, viz., the recommendation to my Government of the submission to arbitration of our differences at issue; and I beg you to make a like recommendation to your own Government."

RECOMMENDATION NOT ACQUIRED IN.
H. E. Kao, led the Portuguese Commissioner to believe that that course was shut against him and that his instructions were to continue negotiations as heretofore. General Machado reiterated that arbitration was the only and the most practical expedient to resort to in the circumstances as best conducive to the maintenance of the political relations subsisting between the two countries. "If Your Excellency succeeds in adopting the suggestion for arbitration," said General Machado, "our mission will have attained a most useful purpose and our labours, as repeatedly desired by Your Excellency, will not have been employed in vain."

VOICE OF THANKS TO SIR FREDERICK LUGARD.

Concluding an eloquent address, Sir Joachim Machado thanked his Imperial Chinese colleague for the cordial relations that had been maintained between them during the conduct of the negotiations. He thanked also the Assistant Commissioners and the secretaries for their valued material co-operation, and especially commended Mr. Pedro Nolasco da Silva who, in spite of his having retired from the Civil Service of the Macao Government, so promptly came to assist the Commission with his expert knowledge and intimate acquaintance with the Portuguese, French and Chinese languages, which rendered his efficient interpretation of such exceptional value to the Commission. "And, lastly," Sir Joachim said: "I desire to formally move that a vote of thanks be recorded in the minutes of our proceedings to His Excellency Sir Frederick Lugard, K.C.M.G., the Governor of this Colony of Hongkong, for the benevolent hospitality which His Excellency has extended to the Commission during all the time that it has sat in this British Colony."

CHINESE COMMISSIONER'S REPLY.
The difficulty of reaching a correct appreciation of the positions taken up in a conflict of interest where the contending parties are in disagreement, is, in the present instance, fortunately, obviated by the fact that we are so situated as to be able to approach the unbiased readers with a presentation of arguments from both sides. It will have been obvious that we have refrained from commentary observations on General Machado's exposition of the case for his Government, and to be perfectly consistent, we refrain also from comments upon the Chinese Commissioner's reported categorical reply.

LAPPA, DON JOAO, AND WUNG KUM.
In his reply to Sir Joachim Machado, H.E. Kao Erh Chien is credited with an elaborate statement to the following effect:—On hearing the Portuguese Commissioner it would appear that his assertions were corroborated by positive proofs; but he (the Imperial Commissioner) felt compelled to affirm with all sincerity that, in reference to the Islands of Taipa and Coloan, although there were vestiges of former Portuguese occupation, it is certain that those islands are not now in entire occupation. As regards the Islands of Lappa, Don Joao and Wung Kum, there does not exist the faintest vestige of Portuguese occupation.

ALLEGATIONS AGAINST THE PORTUGUESE DEMANDS.
At the commencement of the deliberations the Portuguese Commissioner unreasonably claimed possession of those islands; but subsequently he declared that he would be disposed to a partition of those islands. Does this not represent a sustained exigent demand for territorial expansion? The Imperial Commissioner cannot fall in with the contention that the partition proposal is a concession on the part of the Portuguese Commissioner.

THE INNER HARBOUR.
As regards the Inner Harbour and territorial waters, they form the natural roadway to Chin-shan (in the district of Heungshan) and without them, what need is there for the existence of the Maritime Sub-prefect of Chin-shan? The Assistant Chinese Commissioner, Mr. Hsuan, who forms part of this deliberative assembly, at present exercises the functions of Sub-prefect of Chin-shan. If the port belonged absolutely to Portugal, what need is there for a maritime sub-prefecture?

COMMISSIONER KAO'S MODESTY.
H.E. Kao Erh Chien represented that he was lacking in sufficient talent and ability to continue the conduct of negotiations by

himself and would, in consequence, recommend to his Government that the only alternative left him was to appoint another Commissioner to replace him. He sincerely declared that Portugal and China had lived in amity and good will for a considerable period of time and the appointment of a new Commissioner may result in the successful conclusion of an understanding that will put an end to the conflicts which had arisen for a long time past. **PERPETUAL TRANQUILLITY AN IMPOSSIBILITY.**

If Portugal desired to obtain advantages to China's detriment, the Chinese Commissioner believes, perpetual tranquillity will be an impossibility. **SELF-GOVERNMENT SOCIETY ENCOURAGED.**
His Excellency Kao argued that the subjects of a nation had the right to discuss matters which concerned the nation and whose criticisms could only be suppressed when they exceeded the limitations prescribed by law. The territories which the Portuguese claimed had not, in reality, any great value in themselves, but it was necessary to respect popular sentiment in regard thereto. [By which the Commissioner evidently alluded to the feelings of the Self-Government Society in the matter.—ED., H.K.T.] If, perchance, in future there be trouble, what benefit would accrue to either country from such disturbance? Hence the reason for his insistence.

SURRENDER OF TERRITORIAL WATERS URGED.

The Imperial Chinese Commissioner hoped that the Portuguese Commissioner would assume a conciliatory spirit by surrendering the claim to the Inner Harbour and territorial waters so as to enable the reaching of an early solution of the differences forming the bone of contention.

The Imperial Commissioner regretted that he could not be in agreement with the Portuguese representative inasmuch as he was not vested with powers to accept the option of a recommendation for arbitration to his Government; he would, accordingly, limit himself to a communication to his Government wherein he would inform the Ministers at Peking that the Portuguese Government had decided to withdraw from the conference, so that the respective Governments might adopt alternative measures.

If the labours of the Commission had borne no fruit the Imperial Commissioner attributed it to his own lack of ability, but that fact should not militate against the cordial relations subsisting between the two Governments.

AN ADMISSION.
H.E. Commissioner Kao desired to state that the Portuguese had always been just and conciliatory, and that the Assistant Commissioners had co-operated with perfect cordiality—a fact which was most pleasing to him.

LAUDATORY APPRECIATION.
The Imperial Chinese Commissioner accorded his thanks to Mr. P. Nolasco da Silva for the able interpretation of his addresses and translation of his memorandums. It was his pleasure to testify to Mr. Nolasco's special knowledge of the subject they were met to discuss, and to record his appreciation of that gentleman's acquaintance with the Chinese, Portuguese and French languages. The Commissioner gave his unqualified adhesion to the vote of thanks (moved by his Portuguese colleague) to His Excellency the Governor of Hongkong who had dispensed his most generous hospitality.

ARBITRATION INSISTED UPON.
H. E. General Sir Joachim Machado, after hearing the discourse of the Imperial Commissioner, stated that he felt compelled to insist upon his recommendation to the Lisbon Government to submit the matter in dispute to arbitration so that the Chinese Imperial Government and the other friendly Powers might realize that, in this matter of the delimitation of the boundaries of Macao Portugal was moved by no other desire than to have her rights recognised and the Treaties concluded between Portugal and China faithfully interpreted.

The Conference was then declared closed. It would appear that H.E. Kao Erh Chien has already given effect to his intentions and telegraphed to Peking to appoint a new Commissioner to replace him. But his recommendation apparently did not find favour with the Prince Regent who, according to a Peking telegram of the 16th inst., approves of the arbitration proposal.

The date of the Portuguese Commissioners' departure from Hongkong on their return to Lisbon has not yet been definitely decided. It may be by the English mail steamer leaving Hongkong on the 27th inst., falling which H.E. General Machado and suite will take passage by the following mail scheduled to sail on the 11th December.

An enjoyable "At Home" was given on board the Dutch flag ship *Koningin Regentes*, now in port, by Commodore Tydemann and officers of the visiting Dutch squadron yesterday afternoon. Among the visitors to the Dutch flagship were H. E. the Governor, H. E. Major-General Broadwood, Commodore Lyon and several naval and military officers. The landing children also availed themselves of the Commodore's hospitality, everybody thoroughly appreciating the cordial welcome extended to them.

To-day's Advertisement.

S.S. "ERNEST SIMONS."
COMPAGNIE DES MESSAGERIES MARITIMES

NOTICE TO CONSIGNEES

CONSIGNEES of Cargo from London ex s.s. *Dordogne*, from Havre ex s.s. *Alcedo* and from Bordeaux ex s.s. *Villa de Cete*, in connection with above Steamer are hereby informed that their Goods, with the exception of Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 11 A.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after THURSDAY, the 25th November, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 25th November, or they will not be recognised.

All damaged packages will be examined on WEDNESDAY, the 24th inst. at 3 p.m.

No Fire Insurance has been effected.

P. DE CHAMPORIN, Agent.

Hongkong, 19th November, 1900.

Events Coming.

Friday, 19th November.
Hippodrome Circus, Causeway Bay, 9 p.m.
Theatre Royal, Bandmann Comedy, 9 p.m.

Saturday, 20th November.

Interport Tennis, Hongkong vs. Straits Cricket Ground.

Volunteers Camp-inspection by His Excellency the Governor, at Gun Practice, 1 p.m.

Hughes and Hough auction sale, miscellaneous articles and toys, 2.30 p.m.

Football Matches, Happy Valley.

Hippodrome Circus, Causeway Bay, 4 p.m.

Interport teams entertain by H.E. the Governor, 8.15 p.m.

Theatre Royal, Bandmann Comedy, 9 p.m.

Hippodrome Circus, Causeway Bay, 9 p.m.

Monday, 21st November.

Interport Cricket, Hongkong vs. Shanghai (1st Day), 11 a.m.

Tenders, Granite Quarry Farm, P.W.D., at 12 o'clock (noon).

Hippodrome Circus, Causeway Bay, 9 p.m.

Tuesday, 22nd November.

Interport Cricket, Hongkong vs. Shanghai (2nd day), 11 a.m.

Intimations.

TRY OUR
CORNER BEEF
and
CORNER PORK.

THE

DAIRY FARM Co.,
LIMITED.

Hongkong, 16th November, 1900.

ASAHI

BEER

SAPPORO

BEER

TO BE OBTAINED

FROM ALL WINE DEALERS

YUEN HING,

No. 4, D'AGUIAR STREET.

FACTORY SWATOW KIA LAK.

MANUFACTURE WHOLESALE & RETAIL.

DEALERS

In all kinds of hand-made

DRAWN and EMBROIDERY CHINESE

LINE GRASS CLOTH, FINEST

WARE, &c.

all of the best quality.

Hongkong, 16th August, 1900.

POPULARITY THE PRIZE OF PERFECTION.

THE HIPPODROME CIRCUS

AND MENAGERIE.

EVERY EVENING AT 9 P.M.

CAUSEWAY BAY.

DIRECT FROM EUROPE.

THE MARVELLOUS CARPIS BROS.

ROCCOCO THE CONTINENTAL AUGUSTE

AND

THE GREAT AND ONLY DALBENIE.

ALL NEW TO HONGKONG.

NEXT MATINEE TO-MORROW AT 4 P.M.

Plan at ROBINSON PIANO CO., LTD.

K. BYSACK, Proprietor and Manager,

Carlton Hotel.

Hongkong, 19th November, 1900.

DO NOT BE LED ASTRAY.

ENGLISH ALE IS THE BEST AND

CHEAPEST. MOST REFRESHING,

PURE AND NOURISHING.

Burton-on-Trent ALE and STOUT in Patent

Jars of 1, 2, 3 and 5 Gallons.

A GALLON—6 QUART BOTTLES.

\$1.25 per Gallon.

NOTE.—Jars are charged for and costs refunded on return of Jars in good condition.

H. PRICE & CO., LD.,

WINE MERCHANTS,

12, Queen's Road,

Telephone 235.

Hongkong, 18th November, 1900.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From St. John, N.B.
"MONTEAGLE" SUNDAY, NOV. 21ST.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 31ST.
"EMPRESS OF INDIA" SATURDAY, DEC. 4TH.	"CHARTER" FRIDAY, JAN. 26TH.
"EMPRESS OF JAPAN" SATURDAY, JAN. 1ST.	"EMPRESS OF IRELAND" FRIDAY, FEB. 25TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 20TH.	"EMPRESS OF IRELAND" FRIDAY, MARCH 25TH.
"MONTEAGLE" TUESDAY, FEB. 15TH.	
"EMPRESS OF INDIA" SATURDAY, FEB. 26TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, Speed 20 Knts, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line). The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Through Passengers are allowed Stop over privileges at the various ports of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port \$43.
Via New York \$45.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
W. GIBB & CO., General Agents,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	FOOSHING	SUNDAY, 21st Nov., Daylight.
TIENTSIN (probably our last steamer)	CHIPSING	TUESDAY, 23rd Nov., 4 P.M.
SANDAKAN	MAUSANG	THURSDAY, 25th Nov., 4 P.M.
MANILA	LOUNGSAH	FRIDAY, 26th Nov., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	MAUSANG	TUESDAY, 30th Nov., 3 P.M.
SGAPORE, PENANG & CALUTTA	FOOSHING	TUESDAY, 7th Dec., 3 P.M.

RETURN TOURS TO JAPAN (OCTOBER 24 Days).
The steamers *Kaitang, Namang* and *Fookang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yantai, Chefoo, Tientsin & Newchwang.

‡ Taking Cargo on through Bills of Lading to Kadar, Lahad, Daru, Semporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to: JARDINE MATHESON & CO., LD.,
Telephone No. 61.
Hongkong, 19th November, 1900.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	STEAMERS.	To SAIL
SHANGHAI	"LINAN"	21st Nov., Daylight.
MANILA	"TEAN"	23rd " 3 P.M.
CEBU & ILOILO	"SUNGKIAN"	23rd " 4 P.M.
SAMARANG & SOERABAYA	"YINGCHOW"	23rd " 4 P.M.
SHANGHAI	"OHINHU"	25th " "
SHANGHAI	"ORHAN"	28th " Daylight.
TIENTSIN	"KUKUHOW"	28th " 4 P.M.
MANILA	"TAMING"	30th " 3 P.M.
MANILA, ZAMBOANGA and USUAL	"TATYUAN"	30th " 4 P.M.
SHANGHAI	"ANHUI"	2nd Dec., "

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A fully qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui, Chonan, Linan, Chihai*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Ports and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 19th November, 1900.

HONGKONG—MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED

Steamship.	Tons.	Captain.	For	Sailing Date.
KAIRO	1540	R. Rodger	MANILA	SATURDAY, 20th Nov., 4 Noon.
RUBI	1540	R. W. Almond	"	SATURDAY, 27th Nov., at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.
Hongkong, 19th November, 1900.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, SALINA CRUZ and MANZANILLO (Mexico).

S.S. MANSHU MARU 5,000 tons gross Sail 10th Dec., 1900, at Noon.

S.S. AMERICA MARU 6,000 " 5th Feb., 1901, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 4th November, 1900.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct trans-Pacific service, with no transshipments, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	FRIDAY, 17th Dec., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI, SWATOW & AMOY.	"DAIGI MARU" Capt. H. Murayama	SUNDAY, 21st Dec., at 10 A.M.
HANGHAI Via SWATOW, AMOY and FOCHOW.	"BUJUN MARU" Captain Y. Fusanoo	THURSDAY, 25th Nov., at Daylight.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHU MARU" and "BUJUN MARU"—First class Cabin AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 18th November, 1900.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS. STEAMERS. SAILING DATES. 1900

MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID WAKASA MARU, Capt. N. Nielsen, Tons 6500 { WEDNESDAY, 24th Nov., at Daylight.

VICTORIA, B.C. & SEATTLE Via SHANGHAI, MOJI, KOBE, YOKOHAMA SHINANO MARU, Capt. K. Kawara, Tons 6500 { TUESDAY, 7th Nov., at Noon.

SYDNEY AND MELBOURNE, VIAMANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE NIKKO MARU, Capt. M. Vogi, Tons 6000 { FRIDAY, 16th Nov., at Noon.

SHANGHAI, MOJI AND KOBE TAKASAKI MARU, Capt. A. Mocker, Tons 5000 { THURSDAY, 25th November.

NAGASAKI, KOBE and YOKOHAMA KUMANO MARU, Capt. M. Winckler, Tons 6000 { WEDNESDAY, 14th Nov., at Noon.

KOBE and YOKOHAMA AWA MARU, Capt. A. Keita, Tons 6500 { SATURDAY, 11th Dec., at Daylight.

Fitted with new System of wireless telegraphy. Cargo only. Calling at Genoa.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World-Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days; to Kobe 5 days and to Yokohama 6 days.

For further information, as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Building, First Floor, Canton Road.

T. KUSUMOTO, Manager.

Shipping—Steamer



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, OCEYON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, FLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"ASSAYE."

Captain Owen Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, Etc., on SATURDAY, the 27th November, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Moldavia*, 9,500 tons, from Colombo. Passengers' accommodation in which vessel is second before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, Etc., will be conveyed via Bombay by the R.M.S. *Egypt*, due in London on 8th January, 1901.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 13th November, 1900.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, HULL AND ANTWERP.

THE Steamship

"BREGONSHIRE."

Captain Tomlinson, will be despatched as above on 16th inst.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 1st November, 1900.

HONGKONG—NEW YORK.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUZC CANAL.

(With Liberty to Call at the MALABAR COAST).

S.S. "INDRAMAYO" ... On 11th December, 1900.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 12th November, 1900.

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route, thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL OLRV."

Captain Privat.

For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 8th October, 1900.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ... Capt. H. W. WALKER.

"KWONG SAI" ... Capt. E. S. UROW.

Leave Hongkong for Canton at 9 every evening, (Sundays excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sundays excepted).

These fine Steamers, owned by Chinese capitalists and Officers by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey \$4. Meals \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 2, Queen's Road, West.

Hongkong, 14th April, 1900.

Shipping—Steamers.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"WYNERIC."

will be despatched for the above Ports on TUESDAY, the 23rd November, 1900.

For Freight, apply to ARNHOLD, KARBURG & CO., Agents.

Hongkong, 16th November, 1900.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUZC CANAL. (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR BOSTON AND NEW YORK: S.S. "LOWTHER CASTLE" ... On 4th Dec.

FOR NEW YORK: S.S. "SHIMOSA" ... On 18th Dec.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 13th November, 1900.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, Etc.)

THE Steamship

"EMPIRE."

Captain Picher, will be despatched as above on WEDNESDAY, the 8th December, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, Etc., throughout the voyage.

The Steamer is installed throughout with Electric Light.

A Surgeon and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 16th November, 1900.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
America	4,363	J. Boyd	16th Dec. 1900
Swedia	6,232	S. Shotton	15th Jan. 1901
Oceanic	4,557	F. W. Davies	10th Feb.
Kummers	6,232	J. Maible	10th March
America	4,363	J. Boyd	7th April

These steamers are specially fitted for the carriage of Atlantic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

*For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Building, Hongkong, 19th November, 1900.

Intimation.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

at No. 29, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronized by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. E. Watson & Co., and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, Etc., supplied.

Messrs. A. E. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. E. WATSON & Co., 25th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

LEE YEE

HAIR DRESSING SALOON

HAS ALWAYS ON HAND CIGARS, CIGARETTES

AND TOILET REQUISITES FOR SALE

12, D'ARVILLE STREET, HONGKONG.

Hongkong, 23rd November, 1900.

SHARE QUOTATIONS.

Supplied by Messrs. B. S. KADOORIS & Co. Corrected to noon: later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	Reserve: \$1,500,000 At Working Account: \$1,500,000	Interim of £2 for account 1900 @ ex. 1/10 = \$22.72	4 %	\$99 1/2 sellers London £91.5/-
National Bank of China, Limited	90,000	7	6	Reserve: \$4,000 At Working Account: \$30,550	\$2 (London 3/6) for 1903	...	\$65 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	Reserve: \$1,500,000 At Working Account: none	\$10 for 1908	7 %	\$16 1/2 sales
North China Insurance Company, Limited	10,000	15	65	Reserve: Tls. 150,000 At Working Account: Tls. 160,510	Interim of 7/6 for 1908	5 1/2 %	Tls. 106 buyers
Union Assurance Society of Canton	12,400	\$350	\$100	Reserve: \$1,500,000 At Working Account: \$1,500,000	Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	5 1/2 %	\$850 sales
FIRE.							
Yongtze Insurance Association, Limited	12,000	\$100	\$60	Reserve: \$1,000,000 At Working Account: \$7,700	\$12 and bonus \$3 for 1907	7 %	\$230 sellers
China Fire Insurance Company	70,000	\$100	\$10	Reserve: \$1,000,000 At Working Account: \$375,341	\$6 and bonus \$3 for 1907	7 %	\$115 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	Reserve: \$1,000,000 At Working Account: \$136,711	\$27 for 1907	7 1/2 %	\$375 sellers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	Reserve: \$1,000 At Working Account: \$1,000	\$1 for 1906	...	\$8 1/2 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	Reserve: \$1,000 At Working Account: NIL	2 1/2 for year ending 30.6.1908	7 %	\$33
Hongkong, Canton & Amoy Steamboat Co., Ltd.	80,000	\$15	\$15	Reserve: \$1,000 At Working Account: \$21,170	Interim of \$1 1/2 for account 1909	7 1/2 %	\$30 sa. and b.
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	65	65	Reserve: \$1,000 At Working Account: \$13,735	6/- for 1907 on Preference shares only @ 1/10 11/16 = 53.15	...	\$60 buyers
"Shell" Transport and Trading Company, Limited	20,000,000	41	41	Reserve: \$1,000,000 At Working Account: \$68,817	Final of 2/- for 1908 and interim of 1/- for a/c 1909	...	70/6 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	Reserve: \$1,000 At Working Account: \$2,121	\$10.50 for year ending 10.4.1909	4 1/2 %	\$26 sales
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	Reserve: \$1,000 At Working Account: \$1,000	\$5 for year ending 31.12.08	3 1/2 %	\$157 buyers
Perak Sugar Refining Company, Limited	7,000	Tls. 5	Tls. 50	Reserve: Tls. 100,000 At Working Account: Dr. \$135,801	\$3 for 1907	...	\$20 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	41	41	Reserve: \$1,000 At Working Account: \$1,000	Final of 1/6 making 3/- for 1909	7 %	Tls. 19 1/2 sales
Raub Australian Gold-Mining Company, Limited	150,000	18 1/2	18 1/2	Reserve: \$1,000 At Working Account: \$1,000	No. 12 of 1/- = 48 cents	...	\$7 1/2 sellers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Glas.) & Co., Limited	18,000	\$25	\$25	Reserve: \$1,000 At Working Account: \$1,000	\$1.75 for year ending 31.12.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	Reserve: \$1,000 At Working Account: \$1,000	None	...	\$6 1/2 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	Reserve: \$1,000 At Working Account: \$1,000	Interim of \$1 1/2 for account 1909	...	\$53 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Reserve: Tls. 1,000,000 At Working Account: Tls. 69,457	Final of Tls. 2 1/2 for year ending 30.4.09	6 1/2 %	Tls. 76 sellers
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 10	Tls. 100	Reserve: Tls. 1,000,000 At Working Account: Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	7 %	Tls. 127 1/2 sellers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 10	Tls. 100	Reserve: Tls. 15,000 At Working Account: Tls. 4,134	Tls. 6 for year ending 29.2.09	5 1/2 %	Tls. 105 buyers
Central Stores, Limited	10,123	\$15	\$15	Reserve: \$1,000 At Working Account: \$1,000	\$1.20 on old and 50 cents on first new issue	...	\$17 buyers
Hongkong Hotel Company, Limited	12,000	\$5	\$5	Reserve: \$1,000 At Working Account: \$1,000	Interim of \$2.40 on old and 40 cents on new shares for account 1909	...	\$75 sales
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$50	\$50	Reserve: \$1,000 At Working Account: \$1,000	Interim of 3/- for account 1909	6 1/2 %	\$43 1/2 sa. and b.
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	Reserve: \$1,000 At Working Account: \$1,000	60 cents for 1908	6 1/2 %	\$9 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	Reserve: \$1,000 At Working Account: \$1,000	\$1 1/2 for 1908	5 %	\$30 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Reserve: Tls. 1,500,000 At Working Account: Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	Reserve: Tls. 1,500,000 At Working Account: \$1,000	Interim of 12 for account 1909	8 1/2 %	\$14 buyers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	Reserve: Tls. 150,000 At Working Account: Tls. 8,800	Tls. 5 for year ended 31.10.08	3 1/2 %	Tls. 145 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$1	Reserve: Tls. 150,000 At Working Account: \$1,000	50 cents for year ending 31.7.08	6 %	\$6 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Reserve: Tls. 175,000 At Working Account: Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	...	Tls. 85
Laon-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 10	Reserve: Tls. 175,000 At Working Account: Tls. 4,829	Tls. 4 for 1908	...	Tls. 104
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Reserve: Tls. 175,000 At Working Account: Tls. 15,011	Tls. 5 for 1908	...	Tls. 435
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	Reserve: \$1,500 At Working Account: \$1,500	15 % per share for 1908	...	\$10
China-Borneo Company, Limited	60,000	12/6	12/6	Reserve: \$1,500 At Working Account: \$1,500	\$2.20 for 1908	9 %	\$12 1/2 sales
China Light and Power Company, Limited	50,000	\$10	\$10	Reserve: \$1,500 At Working Account: \$1,500	50 cents for year ended 28.2.06	...	\$6 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	Reserve: \$1,500 At Working Account: \$1,500	80 cents for 1908	8 1/2 %	\$9 1/2 sales
Daisy Farm Company, Limited	40,000	\$7 1/2	\$6	Reserve: \$1,500 At Working Account: \$1,500	\$1.20 for year ending 31.7.09	8 1/2 %	\$16 1/2 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	Reserve: \$1,500 At Working Account: \$1,500	Interim of 35 cents for account 1909	10 %	\$7 1/2 sa. and b.
H. Price & Company, Limited	12,000	\$10	\$10	Reserve: \$1,500 At Working Account: \$1,500	8 cents for year ending 31.12.08	8 %	\$12
Hongkong Electric Company, Limited	60,000	\$10	\$1	Reserve: \$1,500 At Working Account: \$1,500	\$1 and bonus 20 cts. for year ending 29.2.09	6 %	\$20 1/2 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	Reserve: \$1,500 At Working Account: \$1,500	Interim of \$2 for account 1909	10 %	\$180 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	Reserve: \$1,500 At Working Account: \$1,500	Interim of \$7 for account 1909	8 1/2 %	\$23 sales
Matschappij tot Mijl. Busch en Landbouw	25,000	Gs. 100	Gs. 100	Reserve: \$1,500 At Working Account: \$1,500	Third of quarterly 5/- Tls. 1 1/2 for account 1909	...	Tls. 70 1/2 sales
Peak Tramways Company, Limited	25,000	\$10	\$10	Reserve: \$1,500 At Working Account: \$1,500	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 %	\$13 1/2
Philippine Company, Limited	75,000	\$10	\$10	Reserve: \$1,500 At Working Account: \$1,500	None	3 1/2 %	\$9 1/2 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Reserve: Tls. 14,810 At Working Account: Tls. 75,000	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 110 sales
South China Morning Post, Limited	6,000	\$25	\$25	Reserve: \$1,500 At Working Account: \$1,500	None	...	\$12 1/2 buyers
Steam Laundry Company, Limited	20,000	\$25	\$5	Reserve: \$1,500 At Working Account: \$1,500	40 cents for year ending 31.5.09	7 %	\$4 1/2
Union Waterboat Company, Limited	40,000	\$10	\$10	Reserve: \$1,500 At Working Account: \$1,500	60 cents for year ending 31.12.08	5 %	\$10 1/2 sales
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	Reserve: \$1,500 At Working Account: \$1,500	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$2 1/2 buyers
Watson (L.S.) & Co., Limited	90,000	\$10	\$10	Reserve: \$1,500 At Working Account: \$1,500	Final of 30 cents for 1908	6 1/2 %	\$8 sellers
William Powell, Limited	15,000	\$7	\$7	Reserve: \$1,500 At Working Account: \$1,500	Final of 30 cts. making 50 cts. for the year ended 30th June, 1906	...	\$3 1/2 sellers
RUBBERS.							
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2/-	2/-	Reserve: \$1,500 At Working Account: \$1,500	Interim of 1 1/2 % for account 1909	...	14 1/3 buyers
Belgo-Malay Rubber Estate, Limited	20,000	\$1	\$10	Reserve: \$1,500 At Working Account: \$1,500	20 % interim for 1909	...	\$67 buyers
Cassfield Rubber Estate, Limited	30,000	\$1	\$10	Reserve: \$1,500 At Working Account: \$1,500	2/6 for 1909	...	\$50 1/2 buyers
Damansara (Selangor) Rubber Co.	11,000	4/-	4/-	Reserve: \$1,500 At Working Account: \$1,500	None	...	\$20 1/2 buyers
Golconda Malay Rubber Co.	8,000	4/-	4/-	Reserve: \$1,500 At Working Account: \$1,500	None	...	\$31 1/2 buyers
Highland & Lowland Malay Rubber Co. (fully paid)	181,454	4/-	4/-	Reserve: \$1,500 At Working Account: \$1,500	None	...	\$36 1/2 buyers
do do (contributory)	123,541	4/-	4/-	Reserve: \$1,500 At Working Account: \$1,500	None	...	\$36 1/2 buyers
Kamuning (Perak) Rubber Tin & Co.	950,000	4/-	4/-	Reserve: \$1,500 At Working Account: \$1,500	None	...	\$36 1/2 buyers
do do A shares	105,000	4/-	4/-	Reserve: \$1,500 At Working Account: \$1,500	None	...	\$36 1/2 buyers
do do B shares	180,000	4/-	4/-	Reserve: \$1,500 At Working Account: \$1,500	None	...	\$36 1/2 buyers
Kuala Lumpur Rubber Co., Limited	100,000	4/-	4/-	Reserve: \$1,500 At Working Account: \$1,500	None	...	\$36 1/2 buyers
Linggi Plantations, Limited (ordinary)	900,000	4/-	4/-	Reserve: \$1,500 At Working Account: \$1,500	None	...	\$36 1/2 buyers
do do (7 1/2 % pref.)	10,000	4/-	4/-	Reserve: \$1,500 At Working Account: \$1,500	None	...	\$36 1/2 buyers
Ragalla Rubber Company, Limited (ordinary)	22,500	4/-	4/-	Reserve: \$1,500 At Working Account: \$1,500	None	...	\$36 1/2 buyers
do do (7 1/2 % pref.)	2,500	4/-	4/-	Reserve: \$1,500 At Working Account: \$1,500	None	...	\$36 1/2 buyers
Ledbury Rubber Estate, Limited	6,000	4/-	4/-	Reserve: \$1,500 At Working Account: \$1,500	None	...	\$36 1/2 buyers
do do (contributory)	40,000	4/-	4/-	Reserve: \$1,500 At Working Account: \$1,500	None	...	\$36 1/2 buyers
Sagga Rubber Company, Limited	20,000	4/-	4/-	Reserve: \$1,500 At Working Account: \$1,500	None	...	\$36 1/2 buyers
Sandycroft Rubber Company	1,000	4/-	4/-	Reserve: \$1,500 At Working Account: \$1,500	None	...	\$36 1/2 buyers
Shandong Rubber Company, Limited	80,000	4/-	4/-	Reserve: \$1,500 At Working Account: \$1,500	None	...	\$36 1/2 buyers
Shelford Rubber Estate Limited	65,000	4/-	4/-	Reserve: \$1,500 At Working Account: \$1,500	None	...	\$36 1/2 buyers
Singapore & Johore Rubber Company, Limited	2,500	4/-	4/-	Reserve: \$1,500 At Working Account: \$1,500	None	...	\$36 1/2 buyers
Sungei Chua Rubber Estate Company, Limited	2,500	4/-	4/-	Reserve: \$1,500 At Working Account: \$1,500	None	...	\$36 1/2 buyers
Sungei Kapar Rubber Company	110,000	4/-	4/-	Reserve: \$1,500 At Working Account: \$1,500	None	...	\$36 1/2 buyers

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